



Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact support@jstor.org.

more critical every moment. At last it stopped at the top of a very rapid descent, and the sergeant looked with inquietude around.

The veil of rain which covered the heavens was so thick that it did not allow even the lightnings to illuminate the road; their brilliancy, dimmed by the thick mist, showed only a number of confused forms and uncertain outlines, which inspired every one with a vague idea of danger without giving him an opportunity of knowing in what it really consisted. After having in vain examined the horizon, and reconnoitred the descent before him, the sergeant was about to give the word of command for the convoy to proceed, when a scream, that issued from the last waggon, caused him to start with horror.

Dolores had been revived by the rain, and had raised herself up on the baggage. When the sergeant turned round, she was leaning forward, with her head advanced and her arms extended, pointing with affright to the descent, at the top of which the party had stopped.

"In the name of Heaven!" she cried to Maguire, "do not advance another step, unless you are tired of life!"

"Why, where does the road lade to?" asked the sergeant.

"To the *Devil's Gulf*!" replied Dolores.

"Are you quite sure?" said the sergeant.

"Listen!" replied Dolores.

Maguire waited for one of those momentary pauses, in which the fury of the storm was lulled, and then, listening attentively, heard the hoarse noise made by the water collected on the hills dashing down into the abyss. He rushed, terror-stricken, to the heads of the horses, whom he compelled to fall back. His comrades, who had heard the rushing of the waters as well as himself, regained precipitately the table-land.

The storm continued to rage with the same awful violence, and despair was rapidly obtaining possession of the whole party. The sergeant himself, whose commands were no longer respected, did not know what plan to pursue. Some of the drivers took out the horses, in order to get on their backs, and fly, at hazard, through the night. At length Dolores stood up in the waggon, and pointing to an opening in the hills on the right hand, exclaimed:—

"There lies your road. Follow the side of the hill, until you come to the next open space; you will then see Corunna at your feet, and in two hours you will be in safety."

Her words, translated by Maguire, put an end to the general disorder and somewhat revived the drooping courage of the fugitives. The waggon in which Dolores rode took the head of the procession, while she herself directed the march, telling the drivers how to avoid the ravines and turn the rocks. At length the storm abated; the clouds, swept away by the wind from the sea, disappeared in the distance, and the sky, spangled with stars, was once more visible.

The party now reached the open space mentioned by Dolores, and a little further on they perceived the town and the roads, with the men-of-war bearing the English colours at their mast-heads.

Every one forgot his sufferings to greet the well-loved flag with a joyous hurrah!

"We have had a hard time of it, sergeant," said the corporal, approaching Maguire, "but we have escaped at last!"

"Thanks to that poor woman," said the Irishman, pointing to the vivandière; "ye see, corporal, that pity is not so bad an adviser afthurr all, and that it is often wiser to save than to kill an inimy."

THE KING'S-CROSS TERMINUS, LONDON.

THE completion of a great trunk-line, connecting the metropolis by a direct route with the Midland and Northern districts of England, opening up railway communication with vast and unoccupied districts, and giving increased facilities and a shorter course from London to the most important manufacturing and agricultural counties, is an event of national importance. And when it is further remembered, that the undertaking has been accomplished by the combined energies of enterprise and skill, and has been completed in its minutest details, by the aid of all the experience which has been accumulated during the formation of some five or six thousand miles of railway in Great Britain alone, it will be seen that there are some features of interest attaching to the Great Northern Railway which will not be found elsewhere. To the traveller or the tourist who may avail himself of the facilities which this line affords, it will be no small satisfaction to know that in its construction, whether in its more important characteristics, or in its least significant peculiarities, there has been manifested a vigour of conception, and an energy of execution, which promises, if the affairs of the line be properly and efficiently administered, to satisfy, and even surpass every reasonable claim. We have only to hope that there will be as much of ability shown in the arrangements of the working of this system of railway, as there has been exhibited in its formation.

The metropolitan terminus of the Great Northern Railway, is, in every respect worthy of the gigantic undertaking of which it forms so conspicuous a feature; and to a description of some of its arrangements we have now to invite the attention of the reader. The structures are already rapidly approaching completion in their minutest details, and when all are finished, will form one of the most interesting spots in the metropolis.

The station is situated in the parish of St. Pancras, on the northern and southern sides of the Regent's canal, by which it is severed into two distinct portions, one of which is appropriated to the passenger, the other to the goods' department.

It is built close to the junction of five of the principal highways of London, which, favoured by its central position, afford singular facilities for reaching and leaving it. The total area occupied by the station, including the additional land, which has been secured in order to admit of enlargement as the exigencies of the traffic require, amounts to no less than from seventy to eighty acres.

The grand entrance to the terminus has a north-western frontage, and is a large and elegant building, built of brick, and faced with stone, abutting on the Old St. Pancras-road, and with much the same aspect as the rears of the old Smallpox and London Fever Hospitals, which it has supplanted. This building, including the parcels'-office, at the extreme northern end, is 805 feet in length, and upwards of seventy feet in height. Its centre compartment contains the pay-office, and the avenues leading to the departure platform of the railway. The length of the room designed as the pay-offices is a hundred feet, it is forty feet in width, and forty-five in height, occupying rather more than two stories in the height of the building north and south of it, and communicating by a stone gallery running through the hall, supported upon thirty-four large and very elegant brackets, and having a light and unique Gothic railing. It has a rich panelled ceiling, somewhat in the style of that of the large waiting-hall of the terminus of the London and North-Western Railway at Euston-square. The arrangements of the pay-offices are completed in the best manner.

Adjoining the pay-offices are the various waiting-rooms for the passengers, and other offices connected with the carrying department of the railway. The first-class waiting-room is very elegantly and commodiously fitted up, and the first impulse of the visitor is to exclaim, that it would be scarcely a hardship to have to spend an hour by that cheerful fire, while he rested on the inviting cushions of the surrounding couches. The second and third-class waiting-room is also a handsome and well finished apartment, the fine grain of the beautiful material of the tables and of the wood work being

exquisitely brought out. The board-room, which is fifty feet long by thirty in width, is situated at the extreme southern end of the main building, the basement of which is made to afford large warehousing room.

Leaving the main building by the eastern side of the pay office, the passenger finds himself at the departure platform. Here a striking spectacle presents itself to his view, which has been represented in the accompanying engraving by our artist. The appearance of the mighty arch of the glass roof, which extends itself over the platform and the seven pairs of rails which separate it from the other wall, is very majestic, strongly reminding the observer of the transept of the Crystal Palace in Hyde Park. The sweep of the arches of wood, strengthened with iron, which support the glass of the roof, is 105 feet, and the framings in which the glass is contained, weigh, we believe, not less than seven tons. No other sheds of the kind can be compared with these in magnificence. There is another, exactly like the one delineated in the engraving, running parallel with it, for the arrival trains, both being 805 feet long, and 110 in width. The lower part of the roof of each building on either side is panelled, and is sustained upon eighty laminated ribs with hips, their bases resting on large cast-iron stanchions, firmly embedded in the brickwork and walls of the main building. The glass is of patent manufacture, and the extreme height of the arrival and departure sheds from the level of the rails to the centre is eighty feet.

The two sheds, though mainly separated by a wall about four feet in thickness, are connected at intervals by large open archways, at which points the turntables of the line are fixed, so that carriages can be passed from one to the other with the greatest facility. On the eastern side of the terminus, running parallel with the arrival department, is the arrival platform, and on the extreme east, abutting on Maiden-lane, is the road-way for the cab-stand, all being enclosed within the walls of the building, which saves the neighbourhood from the annoyance incident to the vicinity of a cab-stand. This roadway is the same length as the platform, extending nearly from the extreme southern point at King's-cross to Battle-bridge; and as the cabs can enter only at the upper end, and make their egress at the southern front, confusion is avoided, and the greatest regularity is secured. It would have been well had the directors of the North-Western lines adopted a similar arrangement. The wood block paving is laid on a sub-stratum of concrete, by which the station is freed from the noise of the vehicles and horses.

The south façade of the terminus is constructed in such a style, and with so bold an arrangement of its parts as to be usually regarded as the principal front; a conviction which is confirmed by its being surmounted in the centre by the clock tower. It occupies a frontage of more than 250 feet, and including the width of the grand entrance on the north-western side, makes a gross frontage, abutting on the St. Pancras-road, of more than 300 feet. This building, like the general entrance, is constructed of brickwork with stone facings. At the basement of the stupendous arches forming this façade of the arrival and departure sheds or terminus of the line, are six openings and pairs of gates, through which the mail and all carriages which are to travel by the line, enter; all others being excluded: there is also an avenue running towards the eastern end to enable the vehicles to leave by the arrival platform roadway.

In the centre of the south façade stands the clock tower, the height of which is 112 feet from the level of the rails. It is twenty-two feet in width at the base, and sixteen feet across above the level of the roof from which it springs. It is a square in form, and is covered by a slanting leaden roof, ornamented with rolls of lead tapering from the edge upwards, and surmounted by a large and handsome gilt vase. The clock tower is fitted internally with rooms and staircases, leading to the clock room and other compartments. The grand feature of the tower is the clock itself, the four faces of which are composed of slate. The clock is the one of Dent's which stood in the centre of the British avenue of the late Great

Exhibition, and excited so much attention. There are three bells, the large, deep-toned one, from an Irish foundry, and weighing 29 cwt. for striking the hour, the sonorous peal of which was so frequently heard at the Crystal Palace; whilst two other bells of lesser calibre and compass strike the quarters. The faces of the clock are to be lighted up at night by the aid of electricity, and the appearance of the whole will, doubtless, be very effective.

Passing out of the arrival and departure sheds on the northern side, the first object which strikes the attention is the rather handsome bridge which crosses the line at the entrance to the Imperial gas-works, and through which the mouth of the tunnel under the Regent's-canal is fully developed, although it can be seen through the arch of the bridge even whilst standing on the platform of the terminus. The entrance to the tunnel, which is but a very few yards on the southern side of the canal, is a neat stone structure, of a character in keeping with the bridge and the surrounding objects. That portion of it which passes under the canal is an iron aqueduct, the top of which is about five feet below the bed of the canal, and the depth of the tunnel, from its roof to the level of the rails, about nineteen or twenty feet. This tunnel, after passing under the canal, and completely under the temporary passenger station of the company, which is in the goods department, emerges immediately against, and on the eastern side of Maiden-lane bridge, which spans the railway, and in close proximity with the bridge which fell down so many times, crossing the Great Northern line in continuation of the Birmingham and Blackwall Junction Railway. The length of this tunnel is about 600 yards.

At the extreme south-western corner of the main building, abutting on the St. Pancras-road and passenger entrance to the station, the foundations have been excavated for the erection of a magnificent hotel, and the workmen are proceeding with it with great rapidity. The size of the structure may be inferred from the fact, that the hotel is to have five stories, and is to be 190 feet long, and 54 feet wide, exclusive of vaults and other out-buildings.

Extending over the district which lies to the north of the Regent's-canal, are the goods, corn, coal, and locomotive departments of the company, occupying an area of some forty-five acres. The eastern side of this station is bounded by the cutting which leads to the tunnel communicating with the passenger department; while the various systems of rails, connecting the different parts of the station with the main line, unite near the entrance to the tunnel which is on the northern end, for the protection of the traffic on which, there is the requisite signalling and telegraphing apparatus. The western side of the terminus is at present unoccupied, except by a huge embankment of earth, the product of the excavations made at the passenger terminus, and which was conveyed thither along a temporary wooden viaduct, by the aid of steam power; these latter having been recently cleared away. The centre of the station is devoted to the locomotive, and goods departments, and the arrangements are very complete. In the locomotive stables some five-and-twenty engines have accommodation provided for them; but should the spot be visited it will be found that many of them are out at work; others are getting up the steam in order to take out their trains, while two or three are probably in *dishabille* and not in a state to receive visitors, inasmuch as they are partially dismantled for the purposes of repair; while the glowing smiths' forges in the shops close at hand tell that active arrangements are going on in order to get the cripples ready for work.

Here many interesting processes may be observed. "The water is, perhaps, being discharged from 'the biler' of a locomotive, as the 'fitter' calls it, and it gushes forth from the side-cocks with great impetuosity; or the furnace of an engine is just about to be lighted up, an operation which is commenced by depositing a few huge shovels-full of red-hot coals from a fire kept for the purpose, while a 'fitter,' in a dress of soiled fustian, clambers around, and listlessly rubs the gleaming metal with a handful of oily rags, or inserts long-

handled oil cans, with still longer spouts, in various parts of the machinery. Another is engaged in cleaning the tubes of an engine by means of a long and flexible iron rod; and, perhaps, a 'coadjutor,' to employ modern phraseology, is standing upon the boiler, and rubbing down the funnel."

Separated from the locomotive sheds by a considerable area of ground at present unappropriated, is the coal department. Here a great number of trains may stand and have their contents discharged into receivers below, beneath which the coal-waggons of the agents are placed to bear them away. This part of the work is most effectively and easily accomplished; for by a simple provision the entire contents of one of the coal-trucks is discharged at the bottom in two or three minutes into capacious receivers; and as these are above the level of the road, they are made to let down their cargoes into the sacks of the retailers at pleasure, with as little labour to the men

effectiveness, and of the readiness with which immense weights and bulks may be handled. The goods shed is 600 feet long, and 350 feet wide, terminating with a row of warehouses. We may add that a splendid view of the station and the neighbourhood, extending over an area of many miles, may be obtained from the elevated roof of the granary.

In each of the loading and unloading sheds of the goods department there are eighteen cranes for the purpose of assisting the movement of the goods to or from the waggons. A set of traps in the platform, also afford facilities for loading or unloading the barges from the canal which is closely adjacent. Here is a large basin formed for the reception of the vessels employed in this part of the traffic, leading by a short cut to the main route of the Regent's-canal.

In conclusion, it may be mentioned, that one characteristic may be traced throughout all the building arrangements of



THE GREAT NORTHERN RAILWAY TERMINUS, KING'S CROSS.—INTERIOR OF THE DEPARTURE SHED.

and breakage to the coals as is possible. There are four large groups of coal stores, of fifty bays each, capable of containing seventy tons, or a grand total of 14,000 tons.

Adjoining the coal sheds are the goods departments, in connexion with which the vast mercantile arrangements of the company are transacted. Here, too, is the granary for corn, a noble pile of buildings, consisting of five grand floors, calculated to hold altogether no less than 300,000 bushels of grain. Factors or farmers who reside in the great corn-growing districts with which the Great Northern line is connected, are thus enabled to send their produce into warehousing in London, where it remains, at a certain rate of charge, till it is sold. The methods by which immense quantities of sacks, or loose corn, may be moved from one floor to another, or in or out of the building, must be witnessed to be understood, but they at once fill the observer with admiration of their

this company, whether at this terminus, or over their lines in general; and it is the determination manifested of availing themselves of all the experience which their predecessors have had, at heavy sacrifice, to purchase; and to erect every thing in a plain but handsome way. Without anything of elaboration, there is uniform effectiveness of appearance, with comparative economy of expenditure.

The entire arrangement of this enormous establishment has been conducted under the superintendence of Mr. Lewis Cubitt, the architect, the practical development of his plans being carried out by Mr. John Jay, the contractor, and Mr. William Jay his brother. A thousand men were employed upon the works at the same time for a considerable period; and it is computed by those who ought to know, though no actual sum has been named, that the cost of the station will not amount to much less than 1,200,000 dollars.